



**WRITTEN COMMENTS
SUBMITTED AT OR
SUBSEQUENT TO
COMMUNITY MEETINGS**

Bike Plan
Hawaii

PROPOSED REVISIONS AND ADDITIONS TO BIKE PLAN HAWAII

Submitted by:
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I ask that the following items be incorporated into the next BIKE PLAN HAWAII;

ROADWAY AND GREEN WAY IMPROVEMENTS

- 1) Retain facilities or provide new facilities along Piilani Highway for non-motorized transportation (i.e: bicycling, walking, running, rollerblading, etc) Insure that whatever changes take place, comparable facilities and access along Piilani Highway for these activities are maintained.
- 2) When Haleakala Highway is up-graded to a divided four lane highway, add a separate bike/pedestrian path alongside the highway (much like what is planned for Mokulele Highway) or maintain 10-12 foot shoulders appropriate for non-motorized transportation uses.
- 3) Before design and construction of the long overdue Lahaina Bypass Road is done, designate that the old roadway be maintained as an open space green way corridor from Lahaina to Launiupoko. The state, along with the community, should help conceptualize and design this open space area to provide for beach and non-motorized access while maintaining this coastal area.
- 4) Include a bike/pedestrian path separate from the roadway possibly utilizing the old Pali Highway and/or the Lahaina Pali Trail when improvements along Pali section of Honoapi'ilani Highway are designed.
- 5) If any roadway improvements to North Kihei Road are planned, expansion of the roadway shoulders from the Kealia area to the junction at Honoapi'ilani Highway are strongly recommended due to the high winds in this area. If North Kihei Road is ever re-routed north of its present location in the future, the State should strongly consider using the "old" No. Kihei Road as an open space green way corridor. This would work well with the Kealia Pond Reserve Area. This green way corridor routing should connect with the Maalaea area to create a continuous non-motorized travel corridor and should also connect up with the Kihei Green way.

- 6) Develop a bike/pedestrian path from Happy Valley to Waihe'e in former macadamia nut farm lands.
- 7) Support development through completion of a Upcountry Greenway System.
- 8) Support development through completion of the Kihei Greenway (along No.-So. Collector road).

BICYCLE PLANNING

- 1) Create a State of Hawaii Greenway Master Plan.
- 2) Create a County of Maui Greenway Master Plan.
- 3) With any planned State and County roadway improvements, at least one representative from the bicycling community be part of any Citizen Advisory Committee.
- 4) Continue to support and expand role of State Bicycle/Pedestrian Coordinator to work with counties regarding bicycle related projects and improvements on a regularly scheduled basis.
- 5) Mandate that new housing developments incorporate "Smart Growth" features which increase bicycle and pedestrian travel.
- 6) Add "Smart Growth" features which increase bicycle and pedestrian travel when re-developing older communities.
- 7) Incorporate bicycle use into any future mass transit plans statewide. Create ways in which to integrate bicycle, pedestrian and mass transit travel.

BICYCLE FACILITIES AND MAINTENANCE

- 1) Perform regular sweeping of shoulders and bike paths and routes on all State and County roadways.
- 2) Enforce regulations regarding the clean-up of motor vehicle collision debris. If no regulation exists or is incomplete, create or revise regulations to include clean up and removal of all debris at an accident site. Much of the smaller debris now is swept onto the shoulders and bike paths where it causes flat tires.

- 3) Mandate that all new and existing State and County facilities have provisions for bicycle parking.
- 4) Create and support legislation (or other means) of requiring developers to provide for bicycle parking facilities in their plans for public use buildings and structures where appropriate.

BICYCLE EDUCATION

- 1) Support the BIKE-ED HAWAII Program statewide.
- 2) Create and support development of a statewide bicycle education program aimed at educating bicyclists cited and/or fined for improper riding.
- 3) Create knowledge and skills standards and certification for bicycle tour operators to help insure the safety of tour participants.

OFF-ROAD BICYCLE RELATED ISSUES.

- 1) Continue support and funding of the DLNR Na Ala Hele Program. This program has included off-road bicyclists in their trail creation and maintenance activities. This partnership between this program and off-road bicyclists have helped to create and maintain miles of trails on Maui as well as around the State.
- 2) Work with the legislature to pass legislation to help indemnify and/or limit liability to landowners who wish to open up use of their property for recreational activities (off-road bicycling, hiking, eco-tours.) or for green way easements through their properties.

MISCELLANEOUS BICYCLING ISSUES.

- 1) Investigate DOE policy of not allowing students to ride bicycles to schools. Work to find a solution that would allow for students to use bicycles for transportation (provided adequate facilities exist).
- 2) Create and support legislation through completion of a bicycle helmet law that would encompass all riders, not just children.
- 3) Develop ways to increase bicycle touring throughout the state. This would help to create an industry segment that is does not rely solely on motorized vehicles (which adds to congestion on the roads). Creating bicycle friendly facilities would go a long way to help stimulate this market.

4) Along the same lines as above, develop ways to increase the sport tourism market especially bicycling, tri-athlon, and running events which have helped support the visitor industry (like the Honolulu Marathon, Ironman Tri-athlon, and the Xterra Off-Road Mountain Bike Championships).

Group Report
Bike Plan for the Island of Hawaii, west side.

November 26, 2001

Submitted to: Glenn T, Kimura, President, Kimura International

Compiled by: Mary Osborne, President, Hawaii Cycling Club

Submitted by: See attached list of community members supporting this report.

CC: Vincent M. Llorin, P.E., Bicycle and Pedestrian Coordinator, State of Hawaii

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Contents: Overview

Statement of Goals.

Statement of Priorities.

Detail of Priorities 1, 2, 3, 4. with Maps

Listing of other roadways/"bike route" regularly used by cyclists with maps and information.

Statement of proposal for maintenance of shoulders.

Statement of proposal for law enforcement.

Listing of report contributors and supporters.

OVERVIEW

The undersigned are active cyclists and pedestrians on the west side of the Big Island. Cycling is growing and will continue to grow on the Big Island. Our great weather and Aloha spirit provide a wonderful opportunity to enjoy cycling and all its benefits. The lack of a comprehensive bike plan and road improvements for cycling on this Island results in worsening safety issues, no commitment to alleviating traffic congestion through alternative transportation methods, loss of tourism geared to outdoor activities, economic stagnation, and increases in tragic loss of life in cycling accidents.

The size of our Island and the land ownership issues will preclude us from ever having huge freeways systems with overpasses, underpasses, on-ramping, etc., which would necessitate extensive separate bicycle routes. The most viable, economically feasible and common sense plan, in our opinion is to adopt a plan similar to the Oregon State Bicycle Plan. This in conjunction with setting slower motor vehicle speeds and making existing and new roadways cycling accessible to both cyclists and pedestrians in the safest manner possible.

The ability to ride safely and to share the road is paramount for all roadways on the Big Islands. Bicycling can and should co-exist on nearly all roadways if these roadways are signed, marked and shoulders widened and maintained. We look to the County, State and Federal government to work together to set this process in motion through considerations in the engineering of new roads and the maintenance and repaving of existing roads. Equal emphasis should be placed on what can be accomplished during the maintenance process of existing roads, as well as new road construction. It is imperative that the County become committed to a bike plan. It is not enough to have one or two small sections of State Highway improved for cycling and have the County roads with no improvements.

Education of the public, the children and the cyclists on safe cycling, bike handling skills, and rules of the road should be coordinated on a local level involving the schools, police, cycling clubs and other members of the community. This should include promotion and acceptance of cycling as a viable alternative to motorized transportation.

Off road cycling, separate pathways connecting communities and subdivisions should also be considered and efforts to designate utility, railroad, and other types of easements as passageways for these trails and pathways need to be worked out as land owners and developers obtain permits for projects. The need for areas for families with children to be able to recreation cycle or walk on separate pathways is seriously lacking on the west side of this island.

STATEMENT OF GOALS

1. For cycling to be accepted and encouraged as a viable method of transportation on the majority, if not all, of the roadways on the Big Island. For cyclists to be provided with signage, lane markings, shoulder widening, shoulder maintenance and law enforcement needed in order to ride safely.
2. For the County, State and Federal government to recognize that our lives and our economy stand to benefit substantially by providing a safe, accessible road system for cyclists and pedestrians. For these government entities to work together to forge and adopt a comprehensive bike plan, which will incorporate engineering standards that are used in all roadways maintenance, repair and construction actions. (e.g., Oregon roadway engineering standards).
3. For the children of the Big Island to have bicycle education and access to separate bike paths to learn and gain skill in cycling and for the schools to establish safer bicycle routes for children to be able to ride to and from school.

STATEMENT OF PRIORITIES:

1. Queen K Highway signage, paint markings of bicycle emblems and bike lane striping through intersections (and leading into and out of intersections) on all the Queen K Highway from Kailua to Hawi.
2. Alii Drive-Coast line section (for the whole of Alii Drive). Signage, paint markings, bike lane striping through intersections, and a plan to accommodate the heavy usage more efficiently and safely. Includes connectors to Queen K via Makala and Kam III Road.
3. Separate paved bike pathways. Continue Walua Road Bike Trail, from Lako street to Kailua Village and construct a new pathway from Old Airport to Honokahou Harbor. Obtaining rights to use the existing easements and obtaining consideration in the permitting process of landowners and developers plans. Pathways are for the primary recreational use of families and as an alternative commuter routes.
4. New By Pass road above Alii Drive. Obtain wide bike lanes with signage and markings, and protective bike lanes mainly for children to ride to nearby Kahakai School.

DETAILS OF PRIORITIES

Priority 1: See map #1A, route highlighted in pink.

- A. The Queen K. Highway route from Kailua-Kona (Intersection of Henry Street and Queen). This route exists and a “Shared Roadway with Shoulder”. More bike signage, bike paint markings along shoulders. Attention to markings of bike lanes through intersections, with “intersection merge-in/out” markings and sign instructions to motorists and cyclists. Engineering standards should be followed as per the Oregon Bike Plan. This is what is needed to make this a safe and great bike and commuter route.
- B. See attached Map #1B, route highlighted in pink. Intersections are highlighted in yellow. It would be out of the report contributors area of expertise to attempt to determine signage, paint marking etc., Site distances, lights, traffic patterns, shape of roads have to be considered. However, we can state that only one of the two areas with bike intersection markings on the Queen K is adequate for that area. The one at Hina Lani St. is not adequate. Standards for these things are already in existence in the Oregon Bike Plan. We have highlighted in yellow the busiest intersections and areas with cross traffic.

Priority 2: See map 2A, route highlighted in pink

- A. Alii Drive and connector “loop” as indicated. This route exists and combination of a “Shared Roadway with Shoulder” and areas of no shoulders and no shoulder markings. From the intersection of Queen K Highway and Makala and Queen K Highway and Kam III Road. The Alii Drive section on the coastline is heavy used by both pedestrians, cyclists and tourists in motorized vehicles. This loop needs more signage, paint markings, attention to markings of bike lanes through intersections, and shoulder maintenance. It also needs a plan to better accommodate the flow of the different types of traffic on the coastline section.

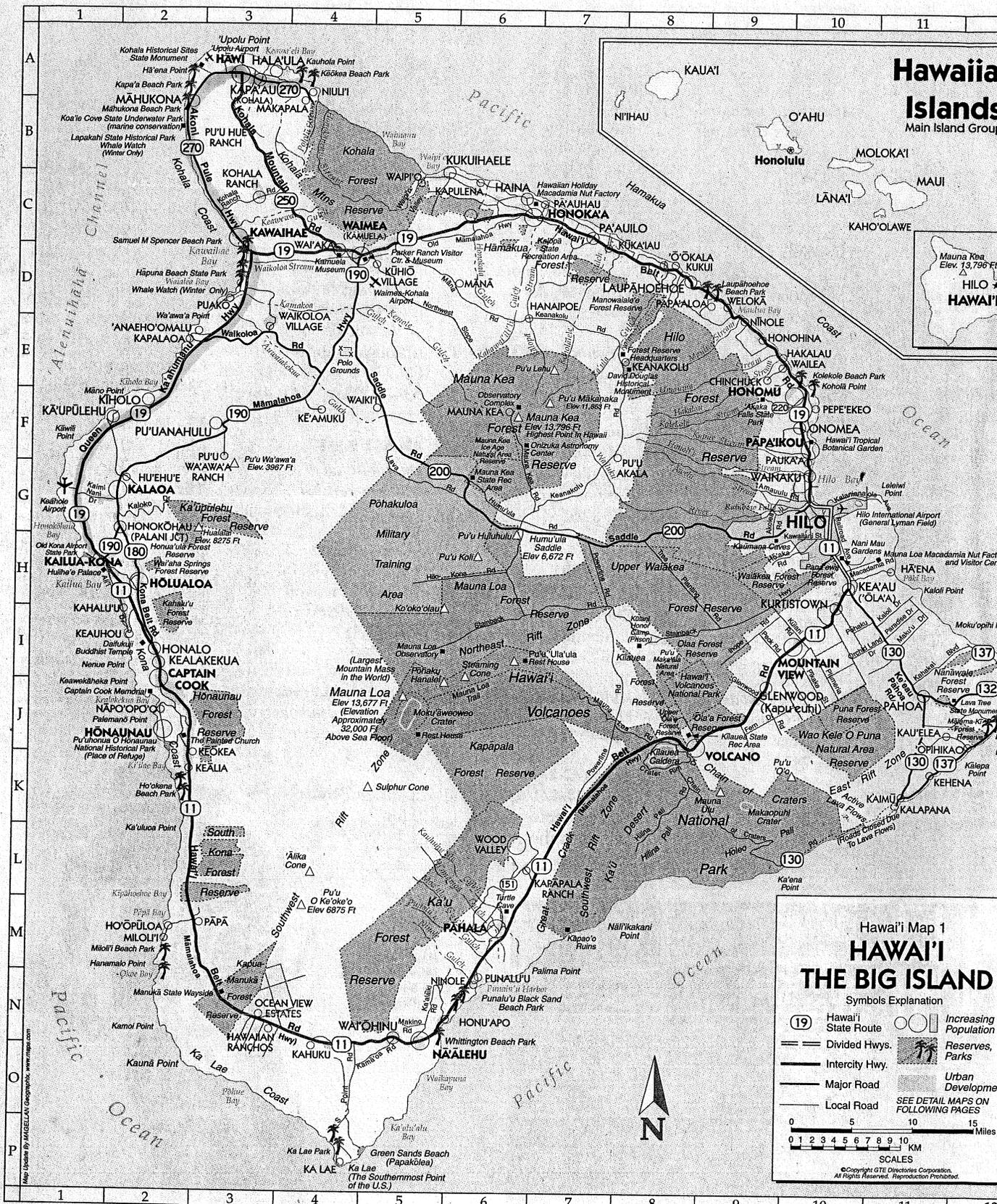
Priority 3: See map 3A, route highlighted in pink.

- A. This route to be a separate bike path possibly along an existing utility easement. Should be engineered relatively flat and make wide enough to accommodate cycling in two directions and pedestrians.

Priority 4: See map 4A, route highlighted in pink.

- A. New By Pass road above Alii Drive (not constructed). Needs shoulder bike lanes with signage and striping.

MAP 1A



AREA MAPS

Hawai'i Map 1 HAWAII THE BIG ISLAND

Symbols Explanation

- Hawai'i State Route
- Divided Hwys.
- Intercity Hwy.
- Major Road
- Local Road
- Increasing Population
- Reserves, Parks
- Urban Development

SEE DETAIL MAPS ON FOLLOWING PAGES

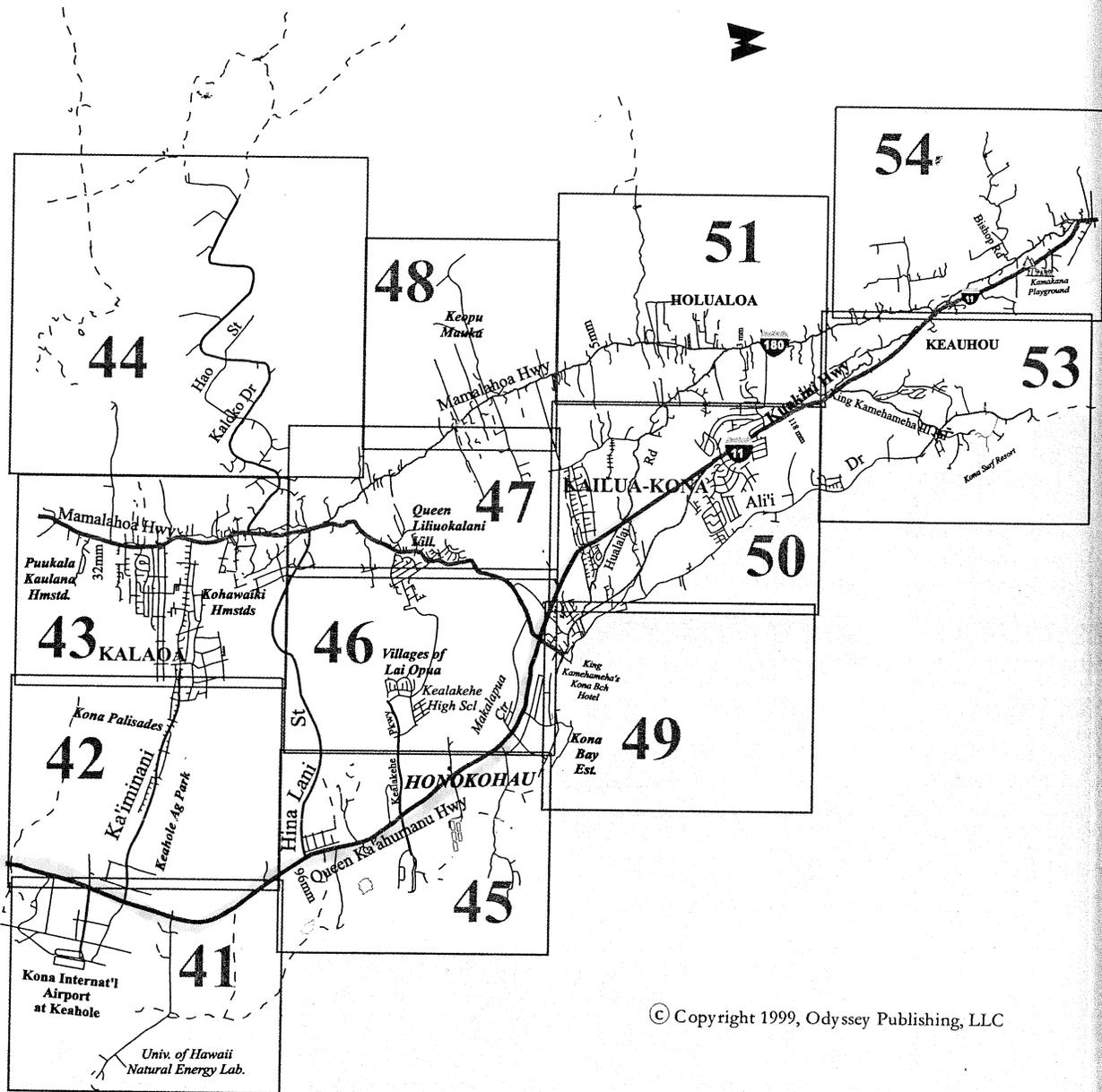
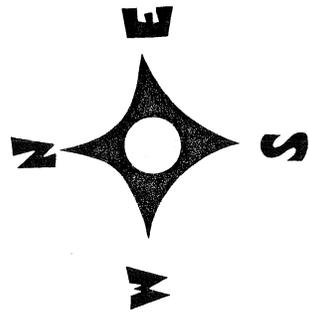
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SCALES

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MAP 1B - 4 SECTIONS

WHOOPS!!: Please note this map is turned 90 degrees in order to fit page. Up, or north, is now to the left.

← TO HAWAII



MAP 1B

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